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HISTORY OF THE PHILADELPHIA AND LANCASTER
TURNPIKE.

THE FIRST LONG TURNPIKE IN THE UNITED STATES.

BY HON. CHARLES I. LANDIS, M.A.

(Continued from page 28.)

THE LANCASTER TURNPIKE.

The Philadelphia and Lancaster Turnpike Company was the first important public improvement in this State. Its effect on the development of the State was incalculable. It therefore occurred to the writer that the history of the enterprise ought to be recorded. Necessarily, with the passing of the years, many interesting details relating to it have been altogether lost; but sufficient has, I think, been preserved to give a fairly adequate understanding of its rise, its progress and its decay.

John Loudon Macadam was born in Scotland in 1776; came to America in his youth and remained some years. On his return to Scotland he was appointed manager of a district road in Ayrshire, and invented a scheme of covering a roadway with small broken stones on either a soft or hard substratum. The large stones in the road were to be broken into pieces of a regular size to go through a two-and-a-quarter-inch ring, and the road was then to be smoothed with a rake, so that they might easily settle down into the holes made by the removal of the large stones. The broken pieces were then to be scattered in shovelfuls to a depth of from six to ten inches, and carefully spread over it, and the road was to have a fall from the middle to the sides of one foot in sixty feet, with ditches on the sides. From him and his

system arose the word "Macadamize." Thomas Telford was an Englishman, the son of a shepherd. He was born August 9, 1757. He also invented a plan of covering roads which consisted of a rough foundation before the smaller stones were placed on. His plan took his name and was called the "Telford" plan. The result of both methods was to put a hard surface of stone on the road, and this has been called "metalizing" the road. Both of these theories have since been to a considerable degree superseded by later systems.

The agitation for a stone road began in this State shortly after the Revolutionary War. Jacob Hiltzheimer, who was a member of the State Assembly, sets down in his diary the following references to the new road: "*1786. November 27*—In the evening, met seven of the members of Assembly at the tavern opposite the State House, where we conversed about the new road to be laid out from Schuylkill to the westward, and which way the money is to be raised to make it a turnpike. *November 29*—Some debate about the report on the western road, but the matter was postponed until this day week. *December 6*—The order of the day was brought forward concerning the new road to be made from the middle ferry on Schuylkill to Lancaster. All the speakers in the House debated upon it for some time, and then the report was recommitted. *1792. March 3*—Finished with the bill for the turnpike between Philadelphia and Lancaster."

As early as March 21, 1772, the General Assembly passed an Act for opening and better amending and keeping in repair the public roads and highways within this Commonwealth. This Act was limited to a term of seven years, but it was afterward continued from time to time. Its provisions, however, proved ineffective, and other means were, therefore, sought after to remedy its defects. On November 3, 1786, it was "Resolved, that Mr. Fitzsimmons, Mr. Logan, Mr. Chap-

man, Mr. Ross, Mr. Whitehill, Mr. Findley and Mr. Smith be a Committee to lay before this House a plan for repairing and supporting the public roads within this State," and on November 21, 1786, this Committee made a report and recommended a plan which they considered would prove beneficial. On November 27, 29, and December 6, this report was considered, and on the latter day it was "Resolved, that Commissioners be appointed to view and survey ground for the straightest and best road to be laid out from the Middle Ferry on the Schuylkill to the Borough of Lancaster, and thence to Miller's Spring, in the County of Cumberland, and that a return of such survey be made to the President and Supreme Executive Council." On November 17, 1788, a committee was appointed by a resolution "to report a plan for the improvement of the public roads of the State," and on September 30, 1791, a bill was passed for the appointment of Commissioners to make proper surveys between Philadelphia and Lancaster. Finally, on December 10, 1791, Governor Mifflin discussed the question in his address to the Assembly at the opening of the session:

"The improvement of our roads and inland navigation will, I am persuaded, continue to be a favorite object with the Legislature. . . . While I offer these remarks, I am aware, Gentlemen, that the want of a good and permanent road is, at present, the principal defect in the communication between the middle counties and the metropolis. The steps which are taking, however, in pursuance of the legislative resolution of the 30th day of September last, to remedy this inconsistency, have met with universal approbation, and I hope the Commissioners who were appointed to make proper surveys between Philadelphia and Lancaster will enable me, previous to the adjournment of the session, to lay a plan before you which, corresponding in its execution with your views and the wishes of our fellow citizens, may lead to the establishment of a general system of well constructed and well regulated roads. You must readily perceive, indeed, that it will be in vain either to open roads or clear rivers without a vigilant intention to keep the former in repair and to prevent encroachments on the latter, and the existing laws being inadequate to these essential purposes, you will, I am confident, revise and amend them."

On December 13, 1791, it was resolved in the House that "those parts of the Governor's address which related to roads and navigation be referred to a Special Committee," and a Committee of eleven members was named in the resolution. This Committee, on December 19, reported that "it would in their opinion conduce to the completion of this business" if a Special Committee was appointed to report as to roads unconnected with navigation, and a resolution to that effect was offered and on December 20 adopted. This Committee consisted of twenty-two members. On February 1, 1792, the Governor reported to the House as follows:

"I have received a report from the Commissioners who were appointed to view and mark out a road from the Middle Ferry on Schuylkill to the Borough of Lancaster, in compliance with the legislative resolution of the 30th of September last, and as the copying of the drafts which accompany the report would occasion a considerable delay in making this important communication, I have directed the Secretary to deliver the originals to the House of Representatives, by whom they will, I presume, be transmitted for information to the Senate, in the progress of any bill that may be framed on the subject." A Committee of seven was thereupon appointed on the message of the Governor and the report of the Commissioners, and this Committee on February 15th reported as follows:

"We have had the subject under consideration and are of the opinion that a road may be obtained between the said places in a straighter direction and over a more level country than any of the roads now in use, but, at the same time, we doubt whether the Legislature is possessed of sufficient documents to fix precisely the route and direction which will be the best.

"The Committee are also of opinion that the great quantity of heavy produce to be transported between the two places will require an artificial road bedded with stone and gravel, the expense of which will be very great, and beyond the present ability of the State to undertake at the public charge, but there appears to be a disposition among the citizens to undertake it at their private expense, if a company were formed and incorporated, with power to raise a sufficient capital by subscription, to effect the work and to fix gates, or turnpikes, and demand reasonable tolls from persons using the said road.

"The Committee are further of opinion that the importance of the trade between the city and country through which such road must pass will justify the Legislature in erecting such a company, and granting to them all the necessary rights, privileges and franchises."

They then submitted a resolution that a Committee be appointed to bring in a bill for incorporating a company for the purpose of making an artificial road between Philadelphia and Lancaster. On February 18 the resolution was adopted, and the same Committee was directed to carry it out. On March 5, 1792, the Committee reported a bill, entitled "An Act to enable the Governor of this Commonwealth to incorporate a company for making an artificial road, bedded with stone and gravel, from the City of Philadelphia to the Borough of Lancaster." This bill was then read for the first time. On March 26, 1792, it was read a second time and was then and on subsequent days considered in a Committee of the Whole, who, on March 29, reported it to the House with amendments. On March 31, 1792, it was read a third time, the Mayor and Recorder of Philadelphia appearing and protesting against its passage. The House, however, passed the bill and sent it to the Senate for concurrence. On April 7, 1792, the Senate, having made certain amendments, one of which was the addition of Matthias Slough and Abraham Witmer as Commissioners, passed the bill and returned it to the House for concurrence in the amendments, and this having been done, it was sent to the Governor for his approval.

The Act of Assembly enabling the Governor to incorporate this turnpike company was approved April 9, 1792, and its title is: "An Act to enable the Governor of this Commonwealth to incorporate a company for making an artificial road from the City of Philadelphia to the Borough of Lancaster." Its preamble states that, "Whereas, the great quantity of heavy articles of the growth and produce of the country, and of foreign goods which are daily transported between the City of Philadelphia and the western counties of the State requires an amendment of the highway which can only be effected by artificial beds of stone and gravel, disposed

in such manner as to prevent the wheels of carriages from cutting into the soil, the expenses whereof will be great; and it is reasonable that those who will enjoy the benefits of such highway should pay a compensation therefor, and there is reason to believe that such highway will be undertaken by an association of citizens, if proper encouragement be given by the Legislature." The terms and stipulations of the Act, as contained in its various sections, then follow and they are herein set forth in an abbreviated form.

A supplemental Act was passed on April 17, 1795. By section 1 of this later Act, it was provided that, where the turnpike had been laid out on ground of any road of a greater width than fifty feet, the president and managers might increase the width of the same to the same extent, provided it should not exceed sixty-eight feet; and by section 2, that in such other places as shall be deemed necessary and the owners were willing to sell the ground, the width of the road might be increased sixty-eight feet. Section 3 contained a proviso that it should not be lawful for the turnpike company to ask of any persons passing along the road east of the creek known as the Five Mile or Indian Creek any toll for a greater distance than they actually traveled, and there was a further proviso that it should not be lawful for the company to ask from or for persons living on or adjacent to said road, who might have occasion to pass by the said road upon the ordinary business relating to their farms or occupations, who shall not have any other convenient road or way by which they might pass, any toll for passing on or by the said turnpike. A Memorial was presented to the Legislature on January 11, 1847, for the repeal of the second proviso of the third section, but this object seems to have been accomplished only at a much later date by the Act of May 15, 1871, P. L. 874.

By the first section of the act of incorporation El-

liston Perot, Henry Drinker, Jr., Owen Jones, Jr., Israel Whelen and Cadwalader Evans, of the City of Philadelphia, and Edward Hand, John Hubley, Paul Zantzinger, Matthias Slough and Abraham Witmer, of the County of Lancaster, were appointed Commissioners to secure subscriptions. The Philadelphia Commissioners, therefore, gave notice that they would receive applications for the stock at the State House in that city on June 4, 1792, and, in accordance with this notice, they did receive such applications at that time and place. The enterprise was very popular and the stock was largely oversubscribed. In a letter written from Philadelphia, June 14, 1792, by Edward Burd to Edward Shippen, the writer said:

“There was great confusion in this city about ye Subscription to the Turnpike Road. I intended to have subscribed a few shares by way of encouraging the object, but finding that unnecessary I gave myself no further trouble about ye matter. My office was deserted the whole day by Mr. Davis and my apprentices, they having been infected with the Turnpike Rage. Everything is now turned into Speculation. The quiet Quakers who attended for ye purpose of joining in ye Subscription, and encouraging the road, finding such an uproar, withdrew.”

On June 20, 1792, the following report was made by these commissioners to Governor Mifflin:

“We, the subscribers, appointed commissioners by an Act of Assembly passed April 10th, 1792, entitled ‘An Act to enable the Governor of this Commonwealth to incorporate a company for making an artificial road from the City of Philadelphia to the Borough of Lancaster,’ beg leave to report to the Governor that, having given legal notice that we would open the Book for the purpose of receiving subscriptions for Six Hundred Shares in the said Road at the State House, in this city, at 9 o’clock in the morning of the 4th instant, and having attended accordingly, a very great many citizens, far exceeding the number of shares, met for the purpose of subscribing thereto. That all having an equal right to subscribe, we found ourselves at a loss in what manner to receive subscriptions without giving an undue preference to any person present.

"Whereupon the citizens there assembled agreed to determine by Lot who should be the Six Hundred persons who should subscribe for the said shares, and having themselves appointed eight respectable citizens, two thousand two hundred and seventy-six persons delivered in their names, wrote on a slip of paper, with Thirty Dollars each, to the said eight persons, who having delivered to us eighteen thousand dollars and a list of Six Hundred persons who by the aforesaid agreement were entitled to subscribe the said shares. We thereupon admitted them to subscribe accordingly, and of which subscription we certify the subjoined to be a true copy.

Witness our hands & seals this Twentieth of June, 1792.

"ELLISTON PEROT (SEAL)
 "OWEN JONES, JUN'R (SEAL)
 "ISRAEL WHELEN (SEAL)
 "CADW'R EVANS (SEAL)"

*A Return of Subscriptions for Six Hundred Shares
 to the Turnpike Road from Philadelphia to Lancaster,
 received at Philadelphia, the Fourth day of June A. D.
 1792.*

Subscribers Names

Robert Morris	John Ogier	Thomas Stretch
Jacob Barge	James Barron	John Lancelott Webb
A. J. Dallas	Frederick Snider	And ^w Ross
William Bingham	James Leverton	George Priest
Richard Thomas	Nathaniel Prentiss	Charles De Grofey
Thomas Fitzsimons	James Carman	William Milnor
William Montgomery	David Elder	Elisha Gorden
George Latimer	George Wilson	Job Butcher
Leonard Dorsey	William Wills	John Ashton
John Sitgreaves	John Cornman J ^r	Richard Duglass
Sam. Pemberton	Joseph Bispham	Henry Henson
James Norris	William Gaskill	Brightwell Hibbs
Thomas Goucher	Joseph Poole	John P. Sanderson
Robert Henry Dunkin	Joseph Fearon J ^r	George Youngs
William M. Biddle	John Rugge	Phil S. Bunting
Hugh Ferguson J ^r	John Robinson	Endric Thoule
Nathan Baker	George Cobren	Abraham Morhouse
Peter Baynton	John Read	Benjamin W. Morris
Richard H. Morris	Joseph M'Guier	Richard Wells
Philip Hagner	John Daniel Hartung	Duncan M'CLean
William Siter	John Sanders	Thomas Penlove
Henry Lafargue	Richard C. Jones	Amos Taylor
Joseph Fry	John Westcott	Zacheus Collins
David Kennedy	Owen Ashton	Arthur Davison
Thomas Benger	Robert Barnhill	John Clark
Simon Stedicorn	Nathan Collins	David Evans
Thomas Hockley	Charles Homassel	Joseph Botner
Isaac Painter	John Thomson	Elisha Alexander
James Moore	Ferdinand Gourdon	George Alexander

John Rolston	Isaac Briggs	John Stille
Aaron Baker	Henry Capper	Benjamin Price
Benjamin Evans	Edward Price Jr	Joseph S. Darrell
Charles Burrell	Levi Bartleson	Jacob Roat
John Barker	Joseph Ash	Wm. Benton
Philip Stout	Isaac Thomas	John Russell
John Dunwoody	Robert Leslie	Peter Mackie
Thomas Bradley	John B. Evens	Melchior Larer
George Reichner	Benjamin Wilson	Dan ^l Dick
Thomas Hamilton	George Eddy	Andw Boyd
James Potts	James M'Crea	Malcom Wright
John Lawwill	James Truman	Jacob Keighler
Samuel Claidy	Cadwalader Griffith	Hugh Sweeny
Alexand ^r Bilsland	Lawrence Herbert	Barnaby Scully
John Rowan	Rudolph Nagel	Barth ^w Baker
Jacob Rupp	Timothy Paxon	John Gallagher
Philip Sheaff	Patrick Linehan	Geo. Hunsinger
Andrew Bayard	Michael Kiser	Joseph Price
Jacob Fagundas	Matthew Duncan	John Weissman
Daniel North	John W. Footman	Matthew Walker
John Jones	Daniel Hartwell	Peter Shulty
Joseph Dure	Martin M'Dermott	Archibald Engle
John Gors	Daniel De Benneville	Joseph Greenway
Fred ^k Loefer	Marchj Pitolei	Gustavus F. Goetz
John Unger	William Delany	Peter S. Duponceau
John Richardson	Andrew Boshart Jr	William Martin
James Boylan	Daniel Dolby Jr	David Lapsley
Stephen Prosser	Daniel Thunn	And ^w Oliver
Thomas Marshall	Francis De Bretigny	Conrad Keller
Jacob Cash	Peter Gravenstine	Richard Collier
Thomas Mason	Peter Shwartz	William Robertson
Thomas Randall	Peter Hare	Charles Massey
Richard Littlewood	Daniel Eddy	Jacob Descombes
Samson Davis	Peter Stuckhart	Wood Lloyd
Wm. De Britton	Neal Keain	Benjamin Oliver
Anthony Risdell	Joshua Mills	Robert Stevens
Mord ^l M'Glathery	John Johnson	George Wilson
Charles Cecil	Edward J. Peyton	John Patterson
Charles Liddle	John Clein	Edward Barrington
Francis Brown	John Walter	Chas. O'Niell
Joseph Burk	John Lohra	Henry Barrington
John D. Blanchard	Redmond Byrne	John Taylor
John Dunn	William Mulcahy	Robert Bicknell
Abraham Jones	Edward Thomson	Samuel M'Culley
John Stokes	Peter Grimler	Matthew Irwin
Alexander Fudge	Casper Sybert	John Nayl
James Shillingford	Benjamin Paschall	Thomas Leonard
John Smith	John Fitzsimons	James Alexander
Ad. Rockenberger	William Hunter	James Matthews
Joseph Cook	James Oldden	Musgrove Willis
John Rinker	Peter Wiltberger	John Shaffer
Leonard Spear	John Foulke	John Good
Hugh G. Shaw	Wm. Blake	Philip Barron
Joseph Smith	Roger Flahaven Jr	Jacob Vandergrift
Phillip Derrick	Jacob Medary	Matthew Carey
Henry Hirsh	Robert Taylor	T. E. Clayland
John Lambertson	Daniel Ruff	M'Capfer
Joseph Spence	Vincent M. Pelosi	John Link
Nathaniel Willis	Samuel Williams Jr	Isaac Buckbee
Griffith Owen	Robert Willson	John Rain

Edward Shanzy	Jacob Sorber	John M ^c Necker
William Semple	Jerem ^b Woolston	Henry Toland
Charles Kirkham	Adam Franks	William Power
Caspar Farnar	Alexander Anderson	Wm. W. Potts
Maurice Moynihan	Miller & Clein	Peter Smith
Christian Muller	Thomas Smith	John Standley
Philip J. Leshar	David Price	Ez ^l King
Christopher Jac ^b Hutter	William Stein	James Duke
Benjamin Keyser	John Babcock	Prosper Witmore
Robert Hamilton	William Loder	Francis Harrison
Abraham Andrews J ^r	William M ^c Donald	Mary Pole
Samuel Massey	Azariah Rowles	William Mason
William Irvine	Frederick Molineaux	Renssila ^r Williams J ^r
George Cooper J ^r	Malitia Davis	William Smith
John Cress	Jacob Librand	Francis Drake
Charles Wolbert	Philip Kramell	Stephen Burrowes
Samuel Walker	Peter Miller	William Green
James Shoemaker	Lewis Woolf	M ^l Shoemaker
John Davis	Frederick Piper	John Read
James Cooper	Joseph Pratt	Joseph Meisson
Cornelius Comegys	Nathan Sellers	Benjamin Carson
Nathan Thomas J ^r	Michael Tobin	Jeremiah Lewden
Henry Rice	John M ^c Nair	Henry Snyder
Joseph Blyth	David Walker	Isaac Hufty
James Hawthorn	Conrad Eckert	Andrew Summers J ^r
Joseph Henry	Daniel Witman	George Evans
John Carrell	Moses Musgrave	Rich ^d Murthwait
Christ ^r Hite	Charles L. Ogden	Arch ^d Carr
Abraham C. Mason	George Taylor	Jacob Garaud
Samuel W. Fisher	Arthur St. Clair J ^r	Anth ^r J. Jackall
Matthew Marah	Patrick Connolly	Henry Horne
Dan ^l Bickley	Joseph Thomas	S ^l Himmelright
John M ^c Kay	John Ryan	Wm. Stalzer
Francis Graham	Samuel C. Story	Charles Hunold
Henry Apple	James Cameron	Joseph Spencer
Valentine Peakin	Benjamin Collins	Joseph Wright
William Preston	Michael Hay	Lawrence Heart
Robert Wescott	John Watson	Ephraim Howel
John Taylor	Richard Thatcher	Edmond Kinsey
Peter Lesley	Sam. Bader	James Robertson
John Barron J ^r	Bankson Taylor	Denis Delany
John Hay	Alex. M ^c Micken	Jackson & Evans
Benjamin Nones	Sam. Roberts	Alexander Power
Solomon Moline	Thomas Hale	Jer ^b Parvin
William Hood	Nathan Boys	George Bunce
M ^c Call Wilson	William Kirkpatrick	Sam. Dougherty
George Dannacker	John Bain	Henry Kammerer
Isaiah Withans	John Smith	James Fennel
John Lindsay	Nathan Dorsey	Murdock Kennedy
George Breining	Joshua Dawson	Peter Fagundis
Michael Gratz	Daniel Dunbar	Joshua Smith
Thomas Morgan	Fred Eringer	George Fagundis
Robert Brooke	Martin Horn	Isaac Lewis
Richard Jolliff	Enoch Bailey	John Todd
Sam ^l Watt	George Brownsberge	George Steel
John Stillas	John J. Long	William L. Maddock
Edmond Nugent	Theodorus Householder	Christian Schwartz
Thomas Shepherd	John Strickland	Alex ^r Stedman
Israel Bringham	Charles Risk	Ephraim Gordon
William Ford	John Raboteau	Thomas Harrison

Abraham Slater	Onslow Wakeford	Solomon Hirrin
William M. Justice	Daniel Danser	Peter Robison
Peter Snyder	Thomas Shaw	James Rickman
Joseph Tucker	Joseph J. Miller	Robert Erwin
George Kuhn	John Brown	Joseph Blaine
Ja ^s Brown J ^r	John Heaton	George Link
John Stairs	Wm. James	William Jones
Wm. Fulton	Jacob Linton	Martha O'Sullivan
William Gibson	Wm. Relf	Jones & Reeve
John Vannost	John Grandom S ^r	Edward Stanley
Benjamin Gardner	Jacob Belsterling	Sam ^l Fleming
John Bartholomew	Wm. Williamson	John Washington
John Bidden	Christ ^r Richmond	Jacob Eckfeldt
Nicholas Beard	John Morrell	Adam Eckfeldt
William Ashmead	Seymour Hart	Jacob Fogel
William Buckley	Henry Clymer	Charles Smith
Anthony Fannon	David Leohrea	Sam ^l Jervis
Lewis E. Durant	Abraham Homan	Kinsey Pritchett
Thomas Ackley	Philip Hausman	Richard Keating
David Ackley	William Stoll	John L. Anderson
John Dormer Murray	Tho ^s H. Breckwoldt	William Quinlin
William Miller	Edward Milner	Fred Shoeman
John Steinmetz J ^r	John G. Humphries	Isaac Brannon
Christ ^r Kirkoff	George Campbell	J. Ross
T. H. Jackson	Henry Hoffner	Edward Price
Benjamin Black	William Guier	John Sharpless
David Clark	Septimus Claypoole	Jacob Humphreys
Gasper Guyger	William Johnston	Mary Tremble
William Smith (Drug ^t)	John Haines	Richard Courtney
Edward Deal	John Frame	George Roberts
Michael Alcorn	Charles Evans	John Guest J ^r
Benjamin Scull	John Thomas	Francis West
Nathan Matlack J ^r	Thomas Coates	John Ingle
Wm. Thompson	James Wood	Samuel Hubbard
Thomas M ^r Pherson	Jacob Edwards	Joseph Mead
David O'Keefe	Andrew Werner	William Whitman
George Painter	Fred ^k Esling	Peter Gayley
Geo. Snyder	Jacob Kurtz	Dan Mayhoffer
David Pierie	Wm. Witman (Painter)	John Newton
Ralph Wilson	John M'Elwee	George Snowden
And ^w Young	Jonathan Carmalt J ^r	John Davis Straw ^r Alley
W. Shippen J ^r	Michael Flynn	Nich H. Gay
Henry Rose	Thomas Smith L O	Benjamin Mifflin
Rob ^t Underwood	Abraham Sellers	Wm Richards J ^r
James Skinner	George Moser	Hugh Fleming
William Blackburn	John Micklethwait	Thomas Hood
John Bowlen	Mich ^l Schweitzer	Sam. Irvine

Those two shares to be the property of the Person for whose use they are subscribed, if they come forward with the 2^d payment otherwise to belong to R. Haines, Jr. answerable to them for the money paid him by them.

Jacob Erwine	Robt. Woolley	Elliot Howell
Jacob Tustian	Danl. Warner	Jacob Caum
Peter Chiliac		

N. B. These Shares are subscribed, for the use of the persons respectively named provided they apply for the same & make the second payment in due

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person otherwise to be deemed and taken as the property of A. J. Dallas he accounting to the parties respectively for their Deposits.

Lewis Garrenger

Thomas Graham

Jacob Brennison

N. B. These Shares are subscribed for the use of the persons respectively named provided they apply for the same and make the second payment in due season otherwise to be deemed & taken as the property of Henry Sheaff, he accounting to the persons respectively for their Deposits.

A Return of Subscriptions to the Turnpike Road from Philadelphia to Lancaster, received in the Borough of Lancaster, on the fourth and fifth days of June A. D. 1792.

Edward Hand	Dennls Whelen	Jacob Rupp
Mathias Slough	Samuel Bethel	Simon Gratz
Paul Zantzinger	Hunt Downing	Jeremiah Mosher
John Hubley	Ludwig Diffenderfer	Christian Stake
Abraham Whitmer	John Hughes	David Hall
Jasper Yeates	William Trimble	Philip Kline
Joseph Simons	Josiah McElvaine	Charles Hamilton
Richard Downing	Christian Bless	Henry Locher
Joseph Trimble	John Leonard	John Roberts
Adam Mesenkope	John Edge	Christopher Mayers
Frederick Kuhn	John Stone	Thomas Conard
Casper Shaffner	Frederick Steinman	Adam Deetrich
John Fulton	James Henry	Andrew Keiss
Jacob Bailly	Henry Whitmer	Joseph Bowman
David Whitmer	Daniel Franck	Michael Hubley
John Baldwin	Samuel Downing	Samuel Humes
Joseph Hubley	Caleb Cope	John Moore
Casper Shaffner Jr	Benjamin Whitmer	Henry Bennett
Robert Porter	John Burk	Jonas Metzgar
John Moore (son of Geo.)	Baltzer Stertzner	Casper Fordinee
Josiah Lockhart	William Reichenbach	Abraham Caladay
William Ross	Thomas Jenkins	Christopher Reitzell
John Weber	Jacob Long	Mathias Barton
Peter Miller	Peter Shindel	Henry Dehuff
George Slough	John Whitmer	Robert Lockhart
Peter Getz	Robert Barber	Michael Gundacker
Christian Leonard	Michael Weins	Henry Umburn
John Shippen	John J. Henry	Lewis Heck
John Gundacker	James Keimer	Philip Reitzell
John Underwood	Jacob Hubley	Everhart Thomas
George Moore Jr	George Weitzell	George Hide
Jacob Getz	George Thomas	Jacob Stofft
George Moore Sr	George Carolus	Peter Gonder
Moses Marshall	Abraham Henry	Jacob Shaffer
Jacob Dickert	John Fisher	John Blinkley
David Barton	William Wallae	Michael Rhine
Thomas Edwards	Thomas Boude	William Webb
Amos Brumfield	Robert Moore	John Miller Sr
John Ross	Samuel Robinson	Adam Reigart Jr
George Duffield	George Trissler	William Cope

John Graeff	Charles Gilchrist	Mathew L. Hehl
James Gamble	Abraham Singer	Jacob Kauffman
Jacob Slough	Norton Pryor J ^r	Johannes Keller
John Fordinee	John Ashmead J ^r	Jonas Metzger J ^r
James Ross	Israel Reynolds	Godfried Klugh
Bernard Bartholomew	John Seyrin	Nathaniel Hantsh
Jacob Martin	Henry Muhlenberg J ^r	Valentine Krug
Alexander Scott	Jacob Clingman	Jacob Weaver
Jacob Graeff	James Reynolds	Godlieb Nauman
Peter Hoffnagle	Jacob Lahn	George Lindenberger
Samuel Cunningham	Philip Wager	Thomas Forster
Jonathan Henderson	Mathias Slough J ^r	Jacob Mayer
Philip Eberman	John Miller	Jacob Lehman
John Michael	(Strasburg)	John Wright
Emanuel Reigart	John Jordan	Stophel Franciscus
Conrad Haase	Lewis Lauman	Philip Young
Samuel Galbreath	Adam Reigart	John Pinkerton
John Ewing	John W. Kittera	Peter Row
Peter Reed	Adam Hubleys J ^r	Leonard Eicholtz
William Dickson	Jacob Fordinee	Philip Shaum
Philip Mesenkope	William Kilpatrick	Benjamin Shaum
David Trissler	Mathias Nichtenthaler	Edward Hand*
John Reitzell	Ardolphus Nichtenthaler	Samuel Boyd J ^r *
John Bausman	George Lauman	John Ewing*
Wilder Bevins	Andrew Graff	Charles Smith Esq.
John Kuhn	Andreas Bauman	John Hubley*
George Graeff	Henry Pinkerton	Ludwig Lauman*
George Patterson	John Trissler	Michael Hubley*
Michael App	Frederick Doersh	Lewis Lauman*
Patrick Hays	Thomas Irwin	Paul Zantzinger*
Jacob Reiger	Martin Foutz	John Hart*
George Reitzell	John Bear	Melchoir Shaum*
Joshua King	Adam Hubley J ^r	Robert Coleman Esq.*
Samuel Turbett	Frederick A. Muhlenberg	Henry Good
Daniel Ripplet	John Kindigh	Thomas Hartley Esq.
Isaac Wayne	John Gallagher	Henry Miller Esq.
Richard Johnston	Thomas Huston	Jonathan Rowland
George Messersmith	William Wright	Mathias Slough
Jacob Stall	Robert Willson	Math. Slough J ^r *
Christian Herr	Stephen Martin	Wm. Montgomery Esq.
Samuel Bjyd	Samuel Roberts	Jacob Slough*
Henry Dehuff	Jacob Weitzell	John Smith*
Philip Thomas	John Creag	James Ross*
Daniel Perkins	John Weidle	Jasper Yeates Esq.*
John Ferree	George Graff	George Patterson*
Jacob Carpenter J ^r	Jacob Dentler	Jacob Hubley*
John Hambright	Solomon Heiss	Frederick Kuhn Esq.*
Jacob Krugh	Jacob Frey	John Huston*
Abraham Carpenter	Adam Weaber	James Wright*
John Humes	George Roote	Alexander Scott*
John Cunningham	Casper Eveman	Samuel Moore
James Jacks	James Hamilton	Wilder Bevins*
John Miller J ^r	Robert Hetterick	Robert Mis Campbell*
Jacob Strickler	James Irwin	Abraham Whitmer*
Jacob Backenstoos	Frederick Keller	John Whitmer*
Anthony Wayne	Stephen Sweitzer	Jacob Mosser*
Henry De Butts	Peter Boyer	John Graff*
John Sproat	Thomas Turner	Henry Deetrich*

* Subscribed 2 shares each.

John Greider*	Hunt Downing*	William Webb*
David Brown*	Thomas Allison*	James Gamble*
Abra. Buckwalter*	Samuel Downing*	Christian Leonard*
James Crawford*	Richard Trimble*	John Jordan
Tobias Miller*	Israel Meredith	John J. Henry*
Andrew Graff Esq.*	John Kuhn*	John Musser*
John Buckwalter*	Samuel Bethel*	Mathias Barton*
David Whitmer*	William Wright*	Simon Gratz*
David Kendrick*	Emanuel Reigart*	John Cunningham*
Thomas Boude*	Henry Musser*	Joseph Hubley*
Richard Downing*	Bernard Hubley*	John Burk
Thos. Mills*	George Slough*	Jacob Graff
Israel Fisher*	Joseph Simon*	Henry Witmer*
Dennis Whelen*		

We the Subscribers appointed Commissioners in and by an Act of Assembly passed April 10th 1792. Intitled "an Act to enable the Governor of "their Commonwealth to incorporate a Company "for making an Artificial Road from the City "of Philadelphia to the Borough of Lancaster" to do and perform the several Duties therein contained; do hereby certify to his Excellency the Governor that the foregoing Statement contains a List of the Subscribers to the said Artificial Road from Philadelphia to Lancaster together with their respective shares, and that they the said Subscribers have severally signed their names to the written promise on engagement directed by the said Act in the Book opened by us & have previous thereto paid us the Subscribers the Sum of thirty.....Dollars for each Share so by them subscribed in Conformity of the said Act Given under our Hands ' Seals the fifth day of June Anno Domini 1792.—

Edw. Hand	[SEAL]
John Hubley	[SEAL]
Paul Lantzinger.	[SEAL]
Matthias Slough	[SEAL]
Abraham Witmer.	[SEAL]

To his Excellency
Thomas Mifflin Esquire
Governor of Pennsylvania.

A Rettern of the Subscribers to the Turnpike Road from Philadelphia to Lancaster received at Lancaster on the fourth and fifth days of June, 1792.

* Subscribed 2 shares each.

(To be continued.)